

CHICAGO PLAN COMMISSION
Preliminary
COMPREHENSIVE CITY PLAN
OF
CHICAGO

A GENERALIZED PRESENTATION
OF THE PHYSICAL ELEMENTS OF THE CITY PLAN
DESIGNED FOR A POPULATION OF
3,800,000 BY 1965

Legend

- RESIDENTIAL
- CENTRAL BUSINESS DISTRICT & MAJOR COMMERCIAL CENTERS
- AUTOMOBILE PARKING
- INDUSTRIAL & RAILROADS
- FOREST PRESERVES • PARK • PLAY & PUBLIC SCHOOL AREAS
 - EXISTING - EXISTING HIGH SCHOOLS
 - PROPOSED
- SEMI-PUBLIC USES: INSTITUTIONS, CEMETERIES, PRIVATE SCHOOLS
- WATER
- THOROUGHFARES
 - EXPRESSWAYS
 - MAJOR THOROUGHFARES
 - SECONDARY THOROUGHFARES
- RAPID TRANSIT LINES IN SUBWAY & EXPRESSWAYS
- BOUNDARIES
 - NEIGHBORHOOD
 - COMMUNITY - COMMUNITY NUMBER 34
 - TOWN

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CARLETON BLOCK, Senior Research Planner
KINDSLEY S. HALL, Research Planner
EARL O. MILLS, Consultant



JANUARY 1946

EXPLANATORY NOTES

GENERAL. On this map are presented the essential elements of the Comprehensive City Plan showing the proposed principal uses of all land within the corporate limits, and needed improvements in the city's physical structure. It is important to note that as its component parts are adopted by the City Council they become integral parts of the Official Plan of Chicago. This preliminary plan is intended to facilitate constructive action in relation to zoning, public works, and development of the city. While its character is essentially long-term, it is not intended to be a blueprint for the next 20 years. It was developed in cooperation with the many public and private agencies engaged in urban development. Revisions and refinements will be made as the studies progress.

NEIGHBORHOODS AND COMMUNITIES. The Comprehensive City Plan is based on the concept of the city being composed of related and self-contained neighborhoods (514 in number) and communities (59). Each, within its sphere, is an independently functioning unit. The typical neighborhood is a quarter square mile in area—somewhat larger in less populated sections—and centers around an elementary school and playground—population 4,000 to 15,000. A system of local streets within each will afford convenient and safe access to individual homes. The community is an aggregation of neighborhoods and has a population range of 45,000 to 60,000. Each is set apart from the others by industrial belts, roads, waterways, expressways, or similar physical barriers and is proposed as the service area for a high school. When fully developed, a community constitutes a well-balanced small city.

RESIDENTIAL. The residential areas of the city are grouped into homogeneous neighborhoods in keeping with the principles embodied in the "Master Plan of Residential Land Use" which was adopted by the City Council on March 13, 1945. Varying combinations of dwelling types and sizes are proposed within the neighborhoods.

COMMERCIAL. Only the central business district and existing and proposed commercial centers are shown on this plan. Within each community is at least one such major concentration of stores and service establishments. Recommendations for neighborhood shopping centers—conveniently located with provisions for off-street parking, and ample in size to serve the needs of the residents—will be made upon the completion of a detailed analysis of each neighborhood.

INDUSTRIAL. Only the principal industrial districts are shown in this plan. Adequate space is provided for the accommodation of presently-situated industrial establishments, for plant expansions, and for new industries. All heavy industrial activities should ultimately be consolidated within the prescribed districts. As an exception, certain types of light industrial operations that are not of industrial character, may be permitted in major local business uses and landscaped park strips are provided as buffers between principal industrial districts and residential neighborhoods.

THOROUGHFARES. The system of arterial thoroughfares shown on this map comprising 153 miles of expressways, 380 miles of major thoroughfares and 300 miles of secondary thoroughfares, is designed to handle all through vehicular movements. They are located, in the main, along the boundaries of communities and neighborhoods, treating residential areas from the hazards and congestion of heavy traffic movements. Expressways are designed for high speed, capacity and 60 MPH speeds. All inter-arterial expressways are grade-separated. They have controlled points of access and are fully integrated with the regional and federal system of highway routes. Major thoroughfares are traffic feeders to the expressways and are intersecting routes between communities. Secondary thoroughfares collect traffic originating within the neighborhoods and direct it into the major thoroughfares.

RAILROADS. A committee of railroad officials, in collaboration with the City of Chicago, is studying the problems involved in the consolidation and simplification of terminals and related facilities.

AIRPORTS. A portion of the selected site for Chicago's new major airport, which will contain approximately 5,300 acres, shown in the northwesterly corner of this plan. The existing municipal airport will remain in service. Studies are in progress for additional public and private air fields.

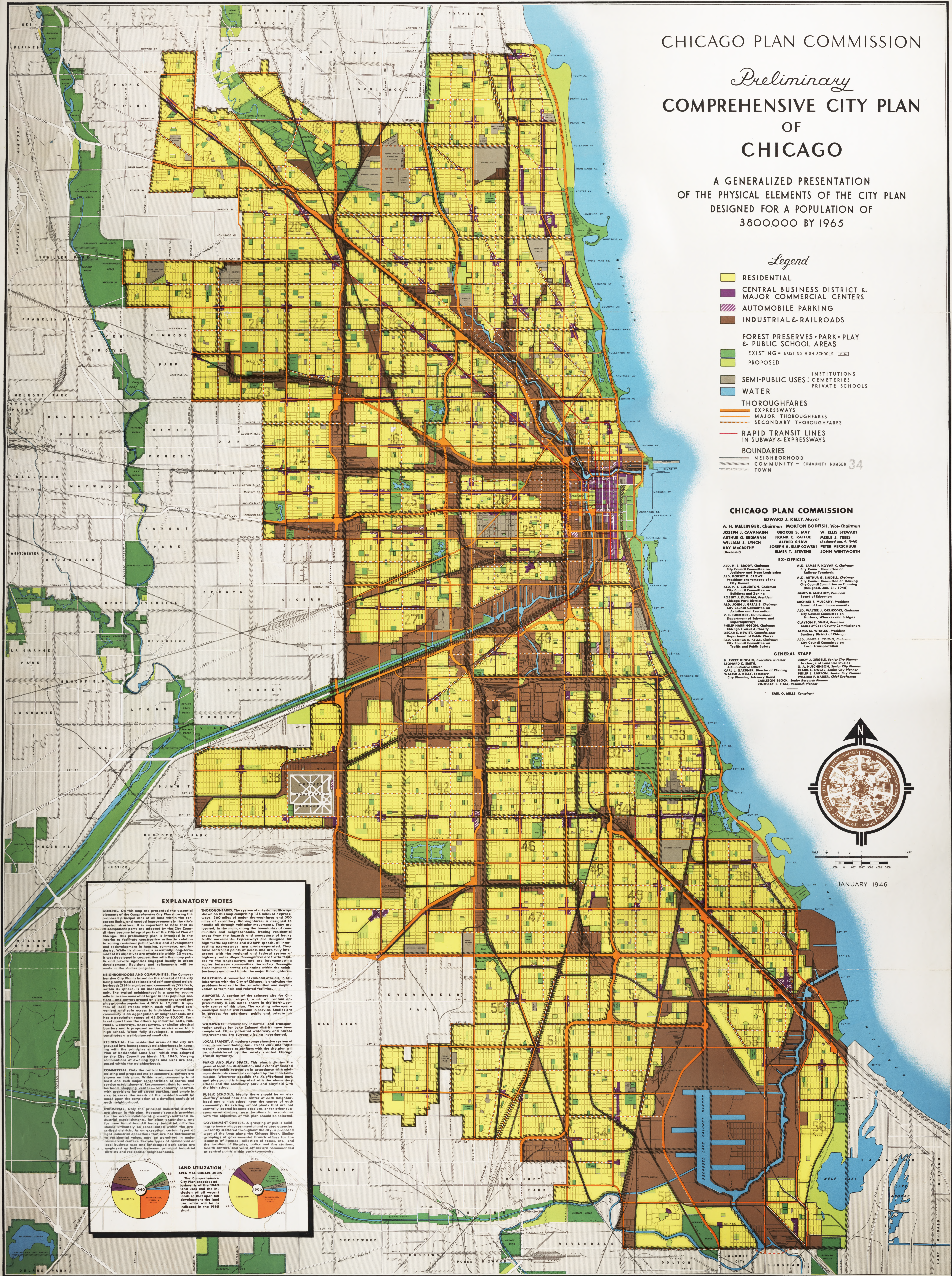
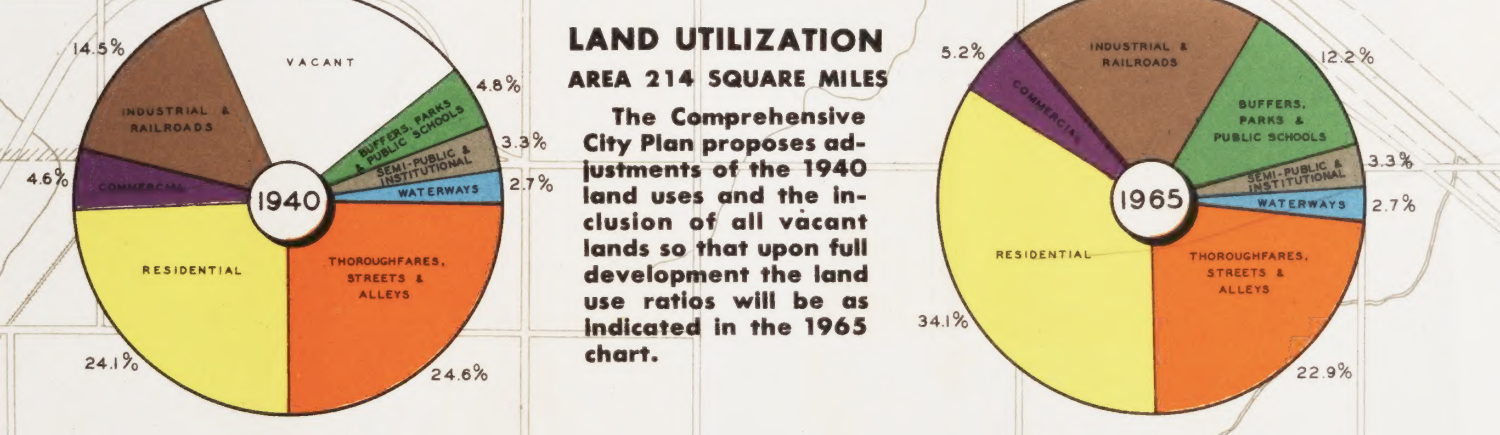
WATERWAYS. Preliminary industrial and transportation studies for Lake Calumet district have been completed. Other potential waterway and harbor improvements are currently being investigated.

LOCAL TRANSIT. A modern comprehensive system of local transit—including bus, street car, and rapid transit—arranged to conform with the city plan will be administered by the newly created Chicago Transit Authority.

PARKS AND PLAY SPACE. This plan indicates the general location, distribution, and extent of needed lands for public recreation in accordance with minimum standards adopted by the Plan Commission. Whenever possible the neighborhood park and playground is integrated with the elementary school and the community park and playfield with the high school.

PUBLIC SCHOOLS. Ideally there should be an elementary school near the center of each neighborhood and a high school near the center of each community. As existing school plants that are not centrally located become obsolete, or for other reasons unsatisfactory, new locations in accordance with the objectives of this plan should be selected.

GOVERNMENT CENTERS. A grouping of public buildings to house governmental and related agencies, presently scattered throughout the city, is proposed as a central government center. It will include groupings of governmental branch offices for the offices of libraries, police and fire stations, health centers, and social welfare offices recommended as central points within each community.



Definition of the Comprehensive City Plan

The comprehensive plan of a city is the well-considered correlation of those immediate and long-term needs, purposes, and desires of the people which have been found suitable, feasible, and capable of expression in physical terms, presented as a guide to assist private individuals and public officials in the achievement of beneficial objectives through co-ordinated action. In origin it must be realistic; in scope it must be broadly inclusive; in outline it must be bold and imaginative; in detail it must be flexible. Such a plan provides the basic framework for directing the development of the city and prescribes interpretations to facilitate its realization. Within that framework, complete freedom to function under the law is accorded to both public and private enterprise. —Excerpt from Chicago Plan Commission Annual Report for 1945.

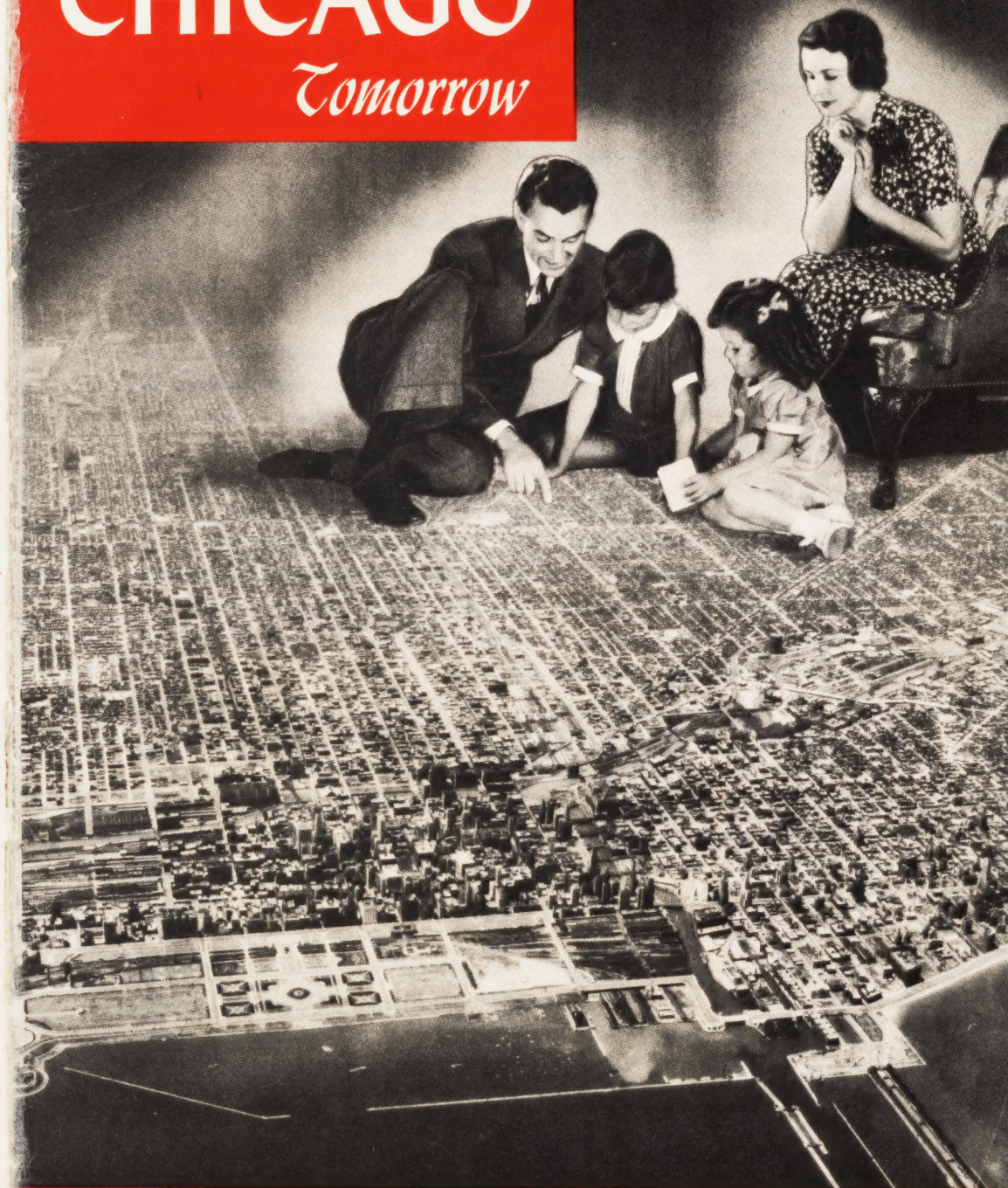


Symbol of the Comprehensive City Plan

As a means of popularizing the dynamic concept under which the Comprehensive City Plan of Chicago is being developed, a symbol has been devised which portrays graphically the content and organization of the plan. It is conceived as a wheel made up of seven segments, each representing a fundamental phase of urban living, all rotating about and firmly bound to the hub, the city plan. Each element is carried on a spoke which has been fitted into the hub through the Plan Commission. The stability of the whole rests upon the co-ordinated development of all of the parts. As the smooth rolling of a wheel demands balance, strength, and skilled craftsmanship, so the Comprehensive City Plan calls for careful integration, sturdy realism and integrity, and imaginative but aggressive leadership. Forward motion, in pace with the city's steady march of progress, will be achieved through adoption by the City Council as the Official Plan of Chicago.

CHICAGO

Tomorrow



*An Interpretation of the Preliminary
Comprehensive City Plan*

CHICAGO PLAN COMMISSION

20 NORTH WACKER DRIVE, CHICAGO 6, ILLINOIS
A. H. MELLINGER, CHAIRMAN H. EVERT KINCAID, EXECUTIVE DIRECTOR



CHICAGO PLANS ... *for tomorrow*

Planning a city is like planning one's life, and good city planning recognizes the aspirations of the city's people. Just as with the individual, it is proper that long-term plans be prepared for the city so that practical conclusions regarding short-term plans can be reached. Most of the ills that beset our city today are attributable to the many expedient measures that have been taken in the past without reference to their long-term consequences. Adequate solutions must be evolved in a spirit of dispassionate realism and with confidence and determination. There must be courage to chart a course now that will assure the accomplishment of needed improvements. There is need for speedy elimination of conditions detrimental to urban living. A municipal atmosphere wherein every Chicagoan may profitably work and play must be created. These needs are a challenge to Chicago. The Comprehensive City Plan, when completed, will be an answer to that challenge.

The re-constitution of the Chicago Plan Commission in 1939 by the City Council as suggested by Mayor Edward J. Kelly, with the direction that a city plan be prepared, was in recognition of the acute physical, social, and economic problems that were and still are causes of deep concern to all thoughtful citizens. During the years that have intervened, these problems have become worse and new ones have appeared.

The preliminary Comprehensive City Plan, prepared by the Chicago Plan Commission, is for the use of city officials and every other citizen. It is a **guide-plan** that will be of aid in all constructive efforts directed toward the physical improvement of the city. It offers a basis for orderly growth and redevelopment. Within its framework there is opportunity for every reasonable enterprise. Property owners can proceed with capital improvements with a greater degree of security; tenants can be assured of a more attractive living environment; and public officials can proceed with increased confidence to provide the essential public works needed in the realization of the greater Chicago charted by the Plan.

The Plan is "preliminary" inasmuch as further analysis and refinement of many planning details are being continued by the Commission. It has been issued at this time in order that the progress toward a city plan may be displayed and that the proposals can become useful to the public in reaching conclusions on current problems. Studies will be made of such vitally important matters as the improvement of railway and other transportation



services and terminal facilities in collaboration with other agencies engaged in those fields. Commercial and industrial land uses will be more closely examined in efforts to suggest better organization of space. Other important projects, such as the government center proposed for the Central Business District, are being studied.

The basic structure of the City Plan has been formulated after thorough consideration of the social, economic, and legal aspects bearing on the future of Chicago. Thus the Plan is not merely a presentation of physical designs but is a reflection of the many other fundamental conclusions that the Plan Commission has drawn.

CHICAGO PLANS ... *are flexible*

A truly effective city plan must be a living thing. It never becomes final or static because, in order to be expressive of public needs and desires, it must always be flexible and capable of adjustment. Such changes as become necessary from time to time must always be made in an orderly manner.

CHICAGO PLANS ... *for better neighborhoods*

Within the framework formed by thoroughfares, lines of transportation, edges of industrial districts, and publicly-owned lands, there are 514 neighborhoods, within each of which people can live in greater quietude and safety and still have convenient access to all necessary services and places of employment. Typically, a neighborhood will accommodate 6000 to 8000 people. Near its middle will be an educational, recreational, and cultural center comprised of a grade school, a small quiet park, and a playground. It will serve all age-groups at appropriate hours during each day and evening. Fast and through-moving traffic will be carried on thoroughfares around, and not through, the neighborhood.

CHICAGO PLANS ... *for better communities*

In the Plan, groups of related neighborhoods become communities—59 in number—each a small city of from 50,000 to 80,000 residents. The community will contain a high school, a large park and athletic playfield, a major shopping center, and other services that may not be available within the neighborhood.

A GENERALIZED PRESENTATION
OF THE PHYSICAL ELEMENTS OF THE CITY PLAN
DESIGNED FOR A POPULATION OF
3,800,000 BY 1965

RESIDENTIAL

CENTRAL BUSINESS DISTRICT & MAJOR COMMERCIAL CENTERS

AUTOMOBILE PARKING

INDUSTRIAL & RAILROADS

FOREST PRESERVES-PARK-PLAY & PUBLIC SCHOOL AREAS

EXISTING - EXISTING HIGH SCHOOLS (XXX)

PROPOSED

SEMI-PUBLIC USES: CEMETERIES PRIVATE SCHOOLS

WATER

THOROUGHFARES

EXPRESSWAYS

MAJOR THOROUGHFARES

SECONDARY THOROUGHFARES

RAPID TRANSIT LINES

IN CITY & EXPRESSWAYS

BOUNDARIES

NEIGHBORHOOD

COMMUNITY - COMMUNITY NUMBER

TOWN

34

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ARTHUR G. EDELMANN	FRANK C. RATHJE
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BAY MCCARTHY	JOSEPH A. SLOPPOWSKI
<i>(Deceased)</i>	SUMNER T. STEVENS
	W. ELLIS STEWART
	NERLE J. THIES
	<i>(Resigned Jan. 9, 1944)</i>
	PETER VERESCHAU
	JOHN WENTWORTH

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(Resigned, Jan. 21, 1964)

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EARL O. HOLLEN, Executive Officer

SUMMARY. On this map are presented the essential elements of the Comprehensive City Plan showing the location of the various public and semi-public facilities, the major transportation routes, and needed improvements in the city's physical structure. It is important to note that as the development plans are adopted, the City of Chicago will be required to amend the Official Plan of Chicago. This preliminary plan is intended to lay the basis for facilitating constructive action in relation to the city's urban problems, such as housing, transportation and redevelopment in housing, commerce and industry. While its character is essentially long-term, most of its objectives are attainable within 10 years. The plan is based on the public works, public utility, and public agencies engaged locally in urban development. Services and refinements will be made to the draft's program.

TRAFFIC PATTERNS. The system of arterial thoroughfares shown on the map comprising 125 miles of roadway, 300 miles of major thoroughfares and 300 miles of secondary thoroughfares, is designed to handle all through-vehicular movements. They are the main arteries of the region, connecting the major southern and northern highways, leaving residential areas from the hazards and anaysias of heavy traffic movements. Expressways are designed to handle the major through-vehicular movements. All intersecting expressways are grade-separated. They have unobstructed points of access and are fully integrated with the regional expressway system. The arterial thoroughfares are traffic leaders, leading to the expressways and are interconnecting routes between communities. Secondary thoroughfares are designed to handle the local traffic, such as backroads and direct links into the major thoroughfares.

AIRPORTS: A committee of railroad officials, in collaboration with the City of Chicago, is analyzing the problems involved in the consolidation and straightening of terminals and related facilities.

AIRPORTS: A portion of the selected site for Chicago's new major airport, which will contain approximately 5,000 acres, shows in the northwestern corner of the city. The remainder of the site, a municipal airport will remain in service. Studies are in progress for additional public and private air fields.

WATERWAYS: Preliminary Industrial and Transport system studies for Lake Calumet District have been completed. Other preliminary investigations and harbor improvements are currently being investigated.

LOCAL TRANSPORT: A modern communication system of

LOCAL TRAILS—including bus, street car and rapid transit—arranged to conform with the city plan will be administered by the newly created Chicago Transit Authority.

PARKS AND PLAY SPACE. This plan indicates the general desired distribution, and extent of needed and desirable recreation in accordance with national desirable standards adopted by the Plan Commission. Wherever possible the neighborhood park and playground is integrated with the elementary school, the community park and playground with the high school.

PUBLIC SCHOOLS. Ideally there should be an elementary school near the center of each neighborhood and a high school near the center of each community. As existing school plants are replaced, the city will strive to attain this goal.

GOVERNMENT CENTERS. A grouping of public buildings to house all governmental and related agencies, presently scattered throughout the city, is proposed west of the Loop along the Chicago River. Similar groupings of governmental branch offices for the issuance of licenses, collection of taxes, etc., and the location of libraries, parks and fire stations, health centers, and social offices are recommended at central points within each community.

CHICAGO PLANS

...for Thoroughfares

Fast and safe movement of people and goods over a co-ordinated highway system which does not infringe upon residential areas.

...for Local Transit

Extension and improvement of service in subway, street-car, motor-bus, and elevated railway systems.

...for Transportation

Simplification and better integration of rail, water, and air transport and terminal facilities.

...for Utilities

A more orderly arrangement of land uses makes economies and betterments possible.

...for Private Land Use

A better balance and a more harmonious relationship between residential, commercial, and industrial districts.

...for School, Park, and Play Areas

Adequate educational and recreational space for all age-groups at convenient and suitable locations.

...for Public Building Locations

Governmental structures functionally grouped and directly accessible by local transit and by thoroughfares.

CHICAGO PLANS

...for greater employment opportunities

There will be appropriate places of employment in industry and commerce within each community. The grouping of such enterprises to the exclusion of most other uses will tend to create additional opportunities for jobs and enhance the livability of adjoining residential areas.

CHICAGO PLANS *...fit the regional plans*

Nothing in the Plan is in conflict with plans for the environs of Chicago. All pertinent features dovetail with the plans for highways, drainage, recreation, transit, and transportation of surrounding municipalities and counties, and of the States of Illinois and Indiana.



CHICAGO PLANS *...are for you*

Plans are for people. City plans are good plans in the exact degree to which they provide adequately for the needs of people and stimulate the support necessary for accomplishment. What Chicagoans desire in Chicago tomorrow can be realized, but general agreement on the plans must come first.

CHICAGO PLANS *...merit your interest*

Discussion of the preliminary Comprehensive City Plan by community and neighborhood associations, service clubs, social agencies, and professional and trade organizations will result in assistance to the Plan Commission and benefit to the city in the further development of the Plan. Efforts to improve the Plan will provide a unity of purpose to such bodies and will aid materially in the attainment of the goal.

CHICAGO PLANS *...for tomorrow*

Today's ideas become tomorrow's accomplishments, and that which can be conceived can be constructed. Chicagoans are determining **today** the kind of city that will belong to their children **tomorrow**. Without soundly conceived and popularly supported plans, deterioration within the city will be accelerated. The preliminary Comprehensive City Plan accents the need for concerted action by all to face squarely the complex problems that have accumulated at such an alarming rate during recent years and now threaten urban living conditions. Great strength of purpose is required to face these facts and to plan wisely and deliberately for civic betterment. The courage that characterized Chicago's efforts after the great fire in 1871 must be brought forth anew to meet the challenge to "make no little plans."



"Make no little plans; they have no magic to stir men's blood, and probably themselves will not be realized. Make big plans; aim high in hope and work, remembering that a noble, logical diagram once recorded will never die, but long after we are gone will be a living thing, asserting itself with ever growing insistency. Remember that our sons and grandsons are going to do things that would stagger us. Let your watchword be order and your beacon beauty." - - - Daniel H. Burnham, author of the *Plan of Chicago*, published by the Commercial Club of Chicago in 1909.